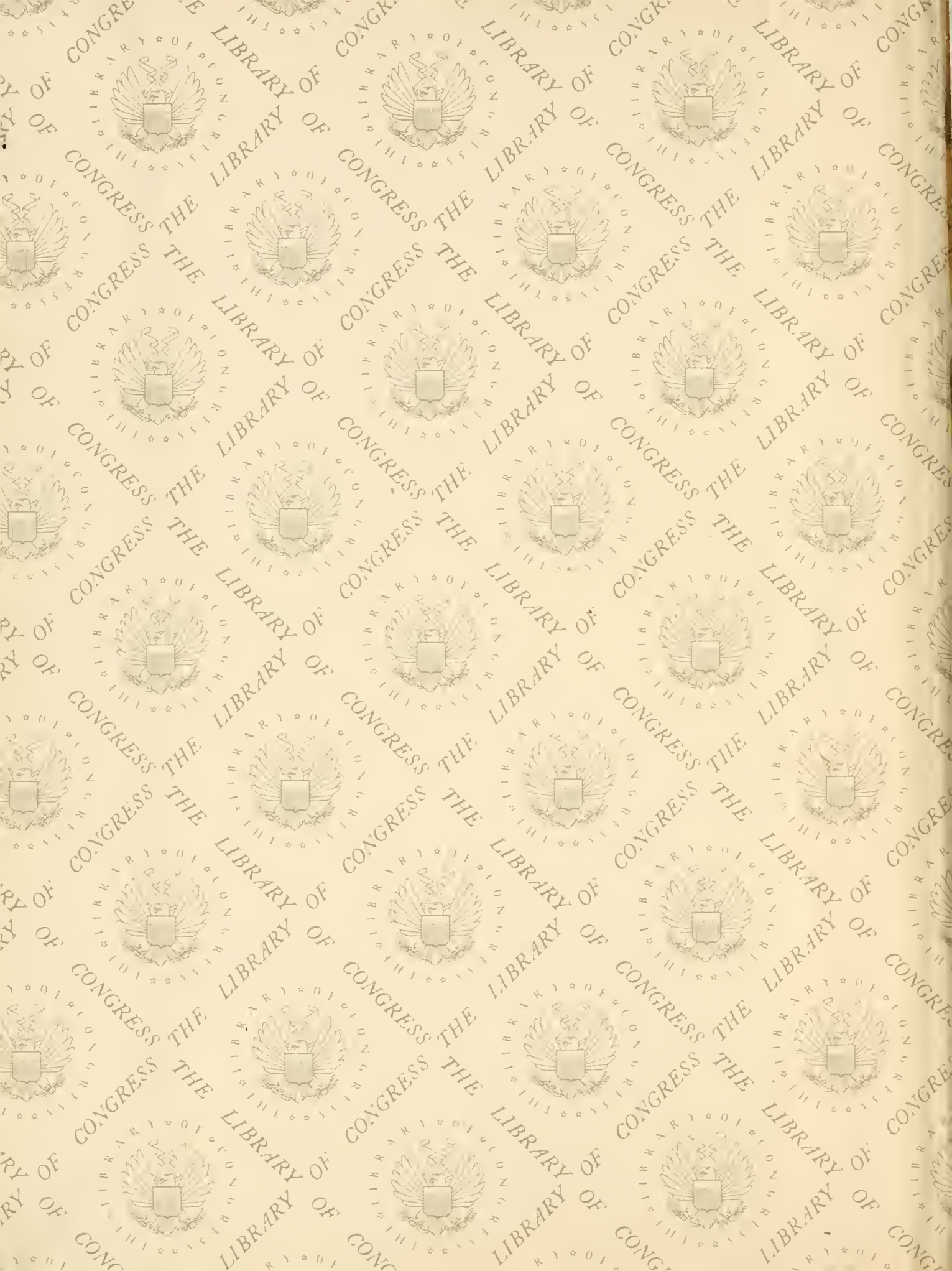


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Baldwin's Biographical Booklets

THE STORY OF
GEORGE DEWEY

FOR YOUNG READERS



BY

MABEL BORTON BEEBE

WERNER SCHOOL BOOK COMPANY

CHICAGO

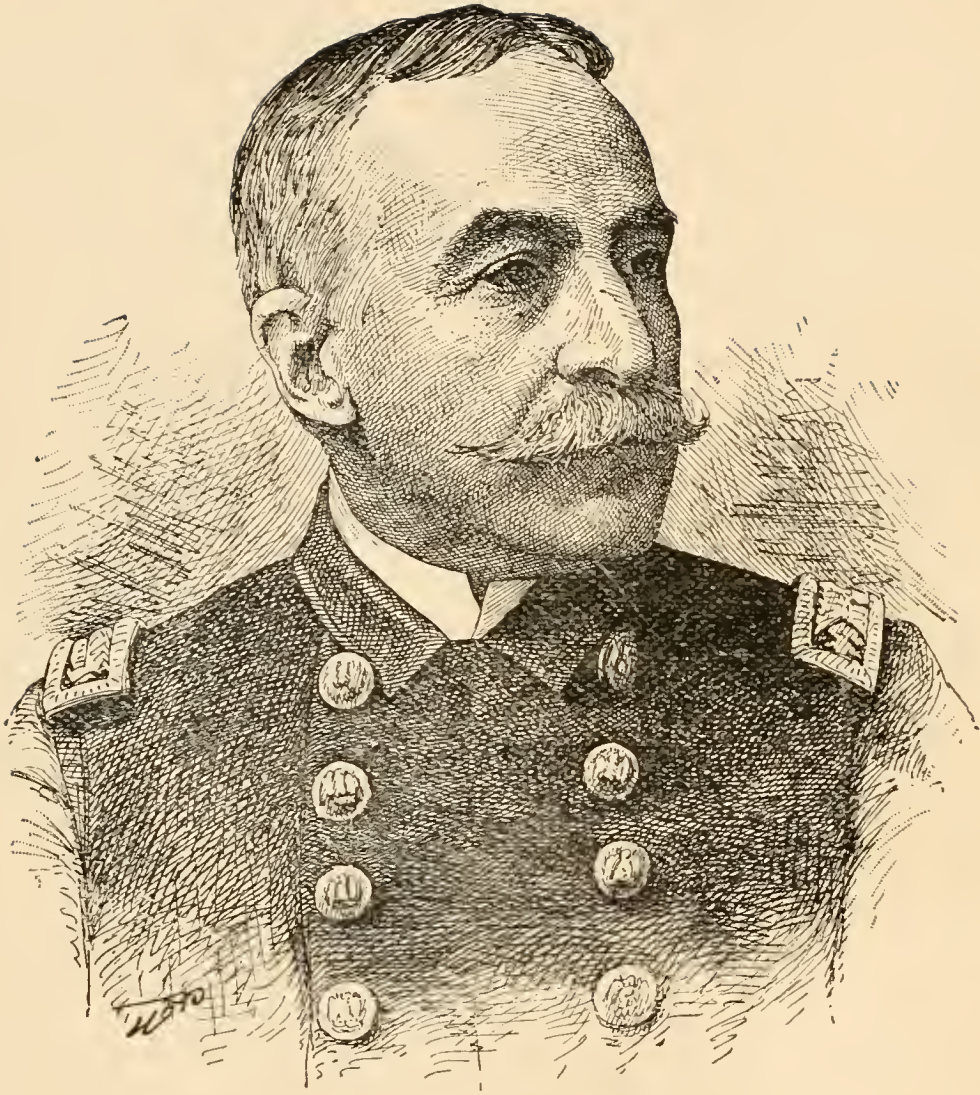
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George Derwey

FOREWORD.

CAUSES OF THE WAR WITH SPAIN.

On the 23d of April, 1898, war was declared between the United States and Spain. To understand how this came about, we must go back a great many years.

Ever since the island of Cuba was discovered by Columbus in 1492, the one thought of the Spaniards has been to gain wealth from the island without giving anything in return.

For many years, most of the Cubans have been little better off than slaves. They have always been very poor and have had to do the hard work on the plantations and in the cities. At best, they have never been able to make much more than enough to pay the taxes imposed upon them by the Spanish government.

The island has been ruled by governors sent out from Spain. Many of these have been very bad men whose only desire has been to get rich and return home. For a long time the Cubans have wished to choose their own governors, and they have frequently tried, by force, to secure the right to do this.

From 1868 to 1878, there was a rebellion known as the "Ten Years' War." But, one by one, the insurgent bands were scattered and their leaders killed. This war left Cuba with a heavy debt, and the people poorer than ever.

The conduct of the Spaniards, after this war, was more cruel and oppressive than before. Fifty thousand soldiers were sent to the island to preserve peace. The people were forced to pay for the support of this army, and the taxes were almost unendurable.

At last, in 1895, some of the Cubans resolved to stand it no longer. They formed an army whose watchword was "Cuba Libre," meaning "Free Cuba," and began another war with Spain.

The Spanish governor, General Campos, tried in vain to conquer these insurgents, and was finally recalled to Spain. General Weyler, who was sent in his place, proved to be a very cruel man.

He surrounded the larger towns with trenches and barbed wire fences, and built wooden forts or blockhouses for his soldiers. Into these fortified towns, thousands upon thousands of poor country people were driven, their homes having been burned and their fields destroyed.

The sufferings of these poor people were terrible. They were huddled together in sheds and huts without the means even of obtaining food. Sometimes several families were packed into one little palm-leaf hut where they had foul

air, foul water, and almost nothing to eat. Thousands of men, women, and children died from starvation and disease.

General Weyler hoped by these cruel means to starve the insurgents into submission, but the war went on just as before. Throughout the island a terrible work of destruction was carried on by both the insurgents and the Spaniards. Railroads were destroyed, and buildings and plantations were burned.

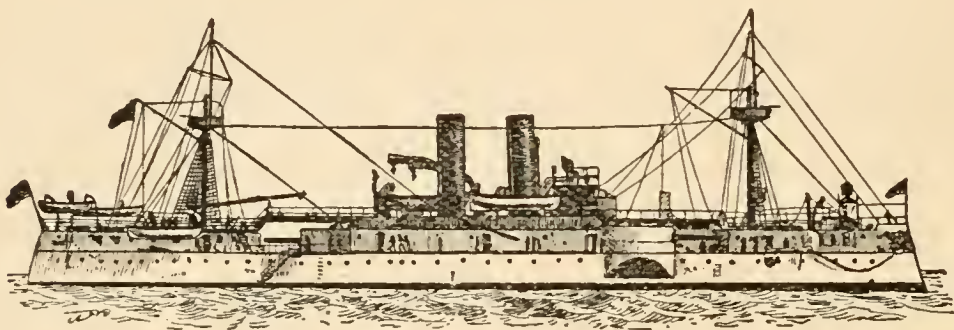
The people of the United States had heard of all these things, but for a long time did not do anything to stop them. But when the American consul at Havana, General Fitzhugh Lee, reported that many Americans were among the starving, they could endure it no longer. Food and supplies were sent through the Red Cross Society, and a little of the suffering was thus relieved.

Matters grew steadily worse in the island until President McKinley felt obliged to warn the Spanish government that they must soon end the war. He declared that if this was not done, the United States would recognize Cuba as an independent country.

Spain became alarmed at this, and, in October, 1897, the cruel Weyler was recalled, and General Blanco was sent in his place. This new governor tried to stop the war by granting to the Cubans some of the rights they demanded. He allowed them to hold some of the offices.

He released the American political prisoners, and set free the starving country people.

But it was too late. The crops had been destroyed and the people could not get a living. The Cuban army would



THE MAINE.

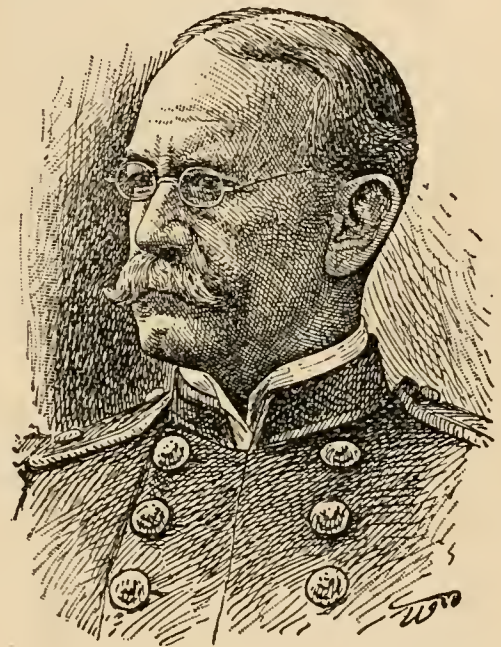
not be satisfied with anything less than independence, and so the fighting continued.

At last an event took place which aroused the people of the United States to a deeper interest in Cuba than before. The United States battleship *Maine*, commanded by Captain C. D. Sigsbee, had been sent on a friendly visit to Havana. On the 15th of February, 1898, while lying in the harbor, she was destroyed by a fearful explosion. Two hundred and sixty-six officers and men were killed.

President McKinley immediately appointed a committee to find out, if possible, the cause of the disaster. These men reported that the *Maine* was destroyed by a submarine mine; but they could not find out who had placed it in the harbor or who had exploded it,

There was intense excitement all over the United States during this investigation. Senator Proctor and others went to Cuba to see for themselves if the reports of the suffering there were true. When they came back, they told the people what they had seen. Senator John M. Thurston made a speech in Congress in which he said :

“I never saw so pitiful a sight as the people at Matanzas. I can never forget the hopeless anguish in their eyes. They did not ask for alms as we went among them. Men, women, and children stood silent, starving. Their only appeal came from their sad eyes.



CAPTAIN SIGSBEE OF THE MAINE.

“The government of Spain has not and will not give a dollar to save these people. They are being helped by the charity of the United States. Think of it ! We are feeding these citizens of Spain ; we are nursing their sick ; and yet there are people who say that it is right to send food, but that we must keep hands off. I say that the time has come when muskets should go with the food.”

Most of the members of Congress agreed with Senator Thurston. On the 19th of April, 1898, they passed a res-

olution authorizing President McKinley to use the army and navy of the United States to force Spain to abandon all claim to the island of Cuba.

Spain was not willing to give up her control of the Cubans, and therefore war was formally declared. It was only a few days until actual hostilities began.

It is the purpose of the following chapters to relate the story of the short but decisive struggle which followed. In that struggle the navy of the United States bore by far the largest share, and it is therefore of the navy and of the brave officers who commanded it that we shall have the most to say.

THE STORY OF ADMIRAL DEWEY

AND THE NAVY OF 1898.

I.—THE BATTLE OF MANILA.

On the morning of May 1, 1898, in the harbor of Manila, one of the most remarkable naval victories in the history of the world was won by the United States. The Spanish fleet, though superior in both men and guns, was entirely destroyed, and hundreds of officers and men were made prisoners. All this was accomplished by an American squadron under Commodore George Dewey, without the loss of a ship or a man. The way in which it all came about was as follows:

When war was declared between the United States and Spain, Commodore George Dewey was at Hong Kong, China, with that part of our navy which was known as the Asiatic squadron. He was at once ordered to sail to the Philippines, and capture or destroy the Spanish fleet there.

These Philippine Islands are about six hundred miles southeast of Hong Kong. Their capital and largest city is Manila, on the island of Luzon.

As Commodore Dewey sailed out of the bay at



MAP OF MANILA BAY.

Hong Kong, he signaled to his fleet: "Keep cool and obey orders."

At a little before midnight, on the 30th of April, the American vessels in single file, led by the flagship *Olympia*, steamed between the forts which guarded the entrance to the bay of Manila.

In order not to be seen from these forts, all the lights on the vessels were hidden. Silently and

steadily the vessels moved on, unseen by the Spaniards.

All of the fleet except the *Boston* and *McCulloch* had passed in safety, when the soot in the smoke-stack of the *McCulloch* caught fire. Instantly the guns of one of the Spanish batteries were turned upon the fleet. The *Boston* and *McCulloch* returned the fire, but kept on their way and were soon out of range, having received no injury.



ADMIRAL MONTOJO.

When day broke, Commodore Dewey found the entire Spanish fleet drawn up under the protection of the batteries of the Cavité naval station about nine miles from the city of Manila. It was commanded by Admiral Patricio Montojo, one of the ablest officers in the Spanish service.

At about five o'clock, with the flagship leading, the Americans bore down upon the Spanish. Suddenly there was a muffled roar, and a sub-

marine mine exploded. But, in the excitement, the Spaniards had fired it too soon, and no damage was done.

This was soon followed by the explosion of another mine, but again the Spaniards had been in too great haste, and the *Olympia* escaped uninjured.

Although Commodore Dewey did not know but that many other torpedoes might be in his path, he never hesitated. He had been in the battle of Mobile Bay with Farragut, when that brave commander had sailed boldly over a line of torpedoes.

Soon the guns of the batteries and Spanish fleet began to pour a storm of shot and shell at the American squadron. But, as yet, Commodore Dewey had not fired a gun.

The American sailors were wild with excitement. They had been by the guns all night, and were eager to begin the fray. Finally Commodore Dewey said quietly to the captain of the *Olympia*: "You may fire when ready, Gridley."

The flagship was now within range, and suddenly one of the great guns sent an answering

shot. As its echoes went rolling across the waters, every man in the American fleet joined in the shout, "Remember the *Maine*!" These words were the battle cry at Manila Bay.

Slowly the American vessels steamed by the Spanish squadron in single file, pouring in deadly broadsides as they passed. Then turning, they retraced their course, drawing a little nearer to the shore. This maneuver was repeated five times. The marksmanship of the Americans was wonderful, and at the end of two hours nearly every ship in the Spanish fleet had either been sunk or was on fire.

At seven o'clock Commodore Dewey decided to withdraw out of range of the batteries, to give his men a rest and breakfast, and find what damage had been done to his own fleet. Imagine his surprise and joy at finding that not a single man had been killed, and that his vessels were scarcely injured.

At eleven o'clock the Americans returned to the attack, soon silenced the forts, and burned or captured all that remained of the Spanish fleet.

As soon as the battle was over, Commodore Dewey and his men set to work to care for the wounded Spanish sailors. They treated them like brothers, doing everything possible for their comfort.

After taking possession of the arsenal at Cavité, Commodore Dewey blockaded the port of Manila, and awaited further orders from the department of war. He knew that if the city of Manila could be captured, it would result in the loss, by the Spaniards, of the entire Philippine group.

These islands form one of the largest groups in the world, and are so rich and beautiful that they are called the "Pearls of the Ocean." They were the most important of the colonial possessions of Spain.

When the news of the victory reached the United States, there was great rejoicing all over the land, and Commodore Dewey was the hero of the hour. Congress at once gave him a vote of thanks, and promoted him to the rank of rear admiral. It also presented him with a beautiful sword, and gave a medal to each one of his men.

II.—THE BOYHOOD OF ADMIRAL DEWEY.

Who was this George Dewey who won that famous victory in the Bay of Manila? He was a native of Vermont, and had spent the greater part of his life on the sea with the American navy.

He was born in Montpelier on the day after Christmas, 1837. Montpelier was a pleasant place in which to live. There were hills to climb, and a pretty little river ran through the fields and gardens behind the Dewey home. Here George could wade, sail boats, and fish.

Although he was not fond of books, he never tired of Robinson Crusoe. With his sister Mary as Friday, he tramped many times over the hills playing that they were shipwrecked on an island.

Sometimes George's love of adventure got him into trouble. One day he read how the famous Hannibal marched, with an immense army, over the Alps in winter. The winters in Vermont are very cold, and to the ten-year-old boy the snow-covered hills around Montpelier were as good as

the Alps. So, with his sister Mary for an army, the youthful Hannibal started on his march. The campaign proved to be too severe for faithful Mary, and she was sick in bed for a week.

When about eleven years of age, George was sent, one day, on an errand. As it was a long distance, he was allowed to take his father's horse and buggy, and one of his boy friends for company.

On the way they came to a ford which, though usually shallow, was swollen with recent rains. When his companion wished to turn back George said, "What man has done, man can do," and drove, full speed, into the river. The buggy, horse, and boys were soon floundering in the rapid current.

When the top and box of the buggy began to float down stream, George never lost his presence of mind. Commanding his frightened comrade to follow him, he climbed upon the horse, and the boys reached the shore in safety.

When he returned home, George did not try to escape punishment, but administered it to him-

self by going to bed without any supper. But when his father came to his room and began to scold him, he thought it was a little too much. In his lisping voice he replied: "You ought to be thankful that my life wath thpared."

But George Dewey did not play all the time. His father was a good and wise man, and believed that a thorough education was one of the most important things of life. He obliged George to go to school regularly and conduct himself becomingly.

George had an experience in his first school which he never forgot. The scholars were an unruly set, and they had proved too much for several teachers. When, one day, a new master, Mr. Pangborn, arrived, the boys began as usual to make trouble. George was directed to perform some task and he flatly refused. In a moment Mr. Pangborn seized him and gave him the worst whipping that he had ever had.

Nor was this all. When he had finished, Mr. Pangborn marched the unruly George home to his father, the whole school following in the rear.

When Dr. Dewey heard the story, he told George that if Mr. Pangborn's punishment was not sufficient, he would administer more.

This settled the matter of disobedience for George. He was too manly a boy not to admire his fearless teacher. They grew to be great friends, and when Mr. Pangborn started a school of his own in Johnson, Vermont, George asked to be allowed to attend. This request was granted willingly.

III.—DEWEY AS A NAVAL CADET.

When George was fifteen years old, he was sent to a military school at Norwich, Vermont. He liked the training so well that he decided to try to get an appointment in the Naval Academy at Annapolis.

One day he told one of his school fellows, George Spalding, what he intended to do. "Why, Dewey," said Spalding, "that is what I am going to do myself." Spalding received the coveted appointment, but as he was not able to go, George went in his place.

George Spalding became a minister, and when the news of Admiral Dewey's victory at Manila reached the United States, he preached a sermon about it in his church at Syracuse, New York.

The boy who goes to the Naval School at Annapolis must be ready to work hard with both his hands and his brain. The discipline is rigid and no favors are shown or allowances made.

George Dewey was seventeen years old when he entered the Academy. He was a strong, active boy, and fond of outdoor sports. He was also a lad with whom no one could trifle.

One day one of the cadets called him insulting names. George promptly knocked him down. Soon afterward another cadet tried to test the courage of the "new boy," but received a worse thrashing than the first one had.

The cadets, however, were a manly set, and they admired George for his courage in defending his rights. Long before the four years' training had expired, George was one of the most popular members of his class. It is greatly to his credit, that, although study was not naturally easy for

him, yet he graduated as the fifth in his class. This, at Annapolis, means good honest work.

George was graduated in 1858, and in order to finish his training, went on a two years' cruise to the Mediterranean in the *Wabash*. On his return, he visited his old home in Montpelier, and while there the war between the Union and the Southern Confederacy began. He hurried to Washington, where he received his commission as lieutenant.

IV.—FROM LIEUTENANT TO COMMODORE.

Lieutenant Dewey was ordered to the steam sloop *Mississippi*, one of the Gulf Squadron, of which Admiral Farragut was the commander. Though but twenty-three years of age, the young lieutenant won the admiration of both officers and men.

When the fleet passed the forts below New Orleans, the *Mississippi* was the third in the line. All through that terrible fight, Lieutenant Dewey stood on the bridge, amid the storm of shot and shell. Whenever the guns flashed out in the darkness, the sailors could see him holding firmly to the rail,

giving orders as calmly as though a battle were an everyday affair.

When the Confederate iron-clad, *Pensacola*, tried to ram the *Mississippi*, Lieutenant Dewey never lost his presence of mind. By a quick move, the *Mississippi* avoided the *Pensacola*, and passing by, poured such a broadside into the ram that her crew ran her ashore in a sinking condition. Admiral Farragut praised the young lieutenant warmly for his brave conduct in this battle.

About a year later the *Mississippi*, while trying to pass the forts at Port Hudson, ran aground. The vessel was directly in range of the enemy's batteries, and there was no hope of saving her. Shot after shot came crashing through her sides.

The officers who had the task of saving the crew did not return to the *Mississippi* after their trip to a place of safety. The rest of the crew were saved by Lieutenant Dewey. He was obliged to make several trips to the nearest vessel before he had placed all of the crew out of danger.

When no one was left on board but Captain Smith and himself, they set fire to the *Mississippi*

in five places, so that she should not fall into the hands of the enemy.

As Dewey and the captain were about to get into their boat, Captain Smith said: "Are you sure she will burn, Dewey?"

"I will take one look more to be sure," replied the brave lieutenant; and, at the risk of his life, he made his way back and saw that the fires they had started were making good headway. He then rejoined the captain, and they pulled away from the burning ship.

After the loss of the *Mississippi*, Lieutenant Dewey was ordered to one of Admiral Farragut's dispatch boats. The admiral often came on board and was very friendly to the young lieutenant.

In 1864, Dewey was assigned to the *Colorado* as first lieutenant. This vessel was part of the fleet besieging Fort Fisher.

During the second attack on the fort, the *Colorado* was ordered to go up close to a certain battery and silence it. Some of the officers objected, as the *Colorado* was a wooden vessel and had already been badly damaged. Lieutenant Dewey

said, "We shall be safer in there, and the battery can be taken in fifteen minutes." The attack was a success and proved that Dewey was wise as well as brave.

After the battle, Admiral Porter came to thank the commander of the *Colorado* for the work that his vessel had done. The commodore replied, "You must thank Lieutenant Dewey. It was his move."

Three months later he was promoted to the rank of lieutenant commander on account of the courage and ability he had shown.

After the close of the war, Dewey's father went to see Farragut in New York. The famous admiral shook Dr. Dewey's hand warmly and said, "Sir! Your son George is a worthy and brave officer and some day will make his mark."

In 1884 he was made captain. He did not receive the rank of commodore until 1896.

During all these years, he worked hard and did his duty faithfully. When not on the sea, he was at work on shore, teaching in the Naval Academy, making marine maps, or looking after supplies for the vessels.

Admiral Dewey's sailors are very fond of him, for although he is strict he is always just. The two things which he especially dislikes are disobedience and untruth.

On one occasion, when captain of the *Dolphin*, his lieutenant reported that one of the men had refused to perform some task on the plea that it was not his work. Captain Dewey came on deck, and, looking sternly at the man, said:

“What! you refuse to do as you are told! Don't you know that this is mutiny?” Calling for the guard, he ordered them to load their guns. “Now, my man,” he said, “you have just five minutes in which to obey that order.” The captain began counting the minutes, and by the time he had reached four, the order was obeyed.

At another time, while at Gibraltar, one of his sailors who had been ashore, came aboard late at night, very drunk. Next morning, he tried to excuse himself to the captain by saying that he had only had two glasses of grog, but had afterwards been sun-struck.

“You are lying, my man,” said Dewey. “You

were very drunk. I expect my men to tell me the truth. Had you told me that you were drunk, I would have made the punishment as light as possible. Now you get ten days in irons for lying."

In January, 1898, Commodore Dewey was ordered to take command of the Asiatic Squadron at Hong Kong, China.

V.—THE AMERICAN NAVY IN CUBAN WATERS.

While Admiral Dewey had been winning fame at Manila, the Navy Department had organized two other fleets which were to be used nearer home.

One of these was called the Flying Squadron because it was composed of fast cruisers. It was stationed at Hampton Roads. From this point, it could move quickly either north or south to protect the cities on the Atlantic coast in case they should be attacked by a Spanish fleet.

The commander of the Flying Squadron was Commodore Winfield Scott Schley, later a rear

admiral. He was an experienced officer. He had graduated from Annapolis in time to serve all through the Civil War.

In 1884, he commanded the relief expedition which rescued Lieutenant Greely and his exploring party at Cape Sabine.



ADMIRAL SCHLEY

To do this, he had to sail through fourteen hundred miles of ice-covered ocean.

In 1891, he commanded the *Baltimore*, stationed at Valparaiso. One day, a party of his sailors who had gone on shore for pleas-

ure, were attacked by a mob. Two of them were killed and the rest were made prisoners.

Captain Schley boldly went on shore and demanded the release of his men, and a sum of money for those who had been killed. As he intimated that a refusal would be followed by a bombardment from the guns of his vessel, the demand was granted.

Such was the man that the government had selected to command the Flying Squadron.

The other fleet was much larger, and was called the North Atlantic Squadron. It was composed of great battleships, monitors, cruisers, and torpedo-boats. This squadron was to blockade the ports of Cuba in order to prevent any foreign vessel from bringing aid to the Spanish soldiers.

This fleet was under the command of Captain William T. Sampson, who was also made a rear admiral a little later in the war. The government could well trust this important duty to Admiral Sampson. Graduating from West Point in 1861, he had served through the Civil War, and afterward, step by step, had won promotion.

During these years he had seen service in both the Pacific and Atlantic Oceans, and had occupied many responsible positions in the Navy Depart-



ADMIRAL SAMPSON.

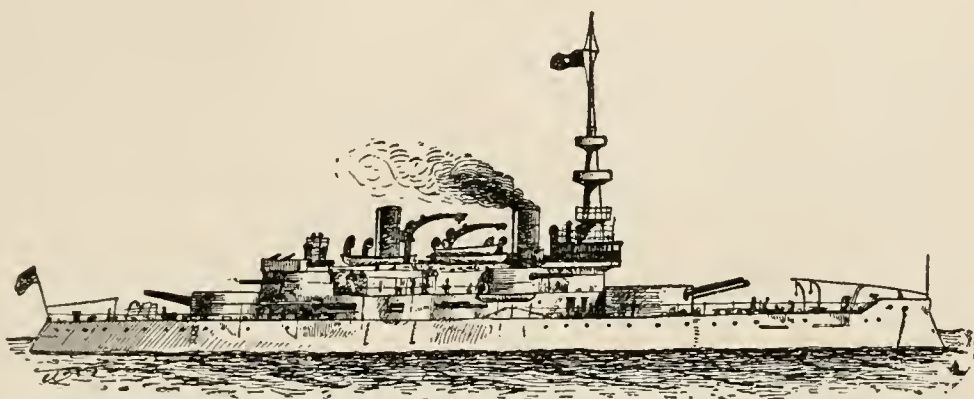
ment on shore. He had also been one of the committee that had investigated the loss of the battleship *Maine*.

All this had prepared him for the great task of commanding the North Atlantic Squadron. The prudence and judgment with which he performed this duty proved that the government had made a wise selection.

The people of America were still rejoicing over the victory at Manila, when the news came that the Spanish admiral, Cervera, with four of the finest cruisers in the world, and three of the latest kind of torpedo boat destroyers, had sailed from the Canary Islands for the United States. This caused some alarm, and wild reports were spread as to what these vessels might do. Admiral Sampson, with his fleet, was guarding the West Indian waters, and Commodore Schley, with his Flying Squadron, was waiting at Hampton Roads in case Admiral Cervera should sail north. If the Spanish admiral could evade these fleets, he might bombard the cities on the Atlantic coast.

VI.—THE CRUISE OF THE OREGON.

In the meanwhile, the greatest anxiety was felt for the United States battleship *Oregon*. When the *Maine* was destroyed, this vessel was at the Mare Island Navy Yard near San Francisco. Before war was declared she had been ordered to



THE OREGON.

join the squadron of Admiral Sampson as soon as possible.

To do this she must travel through fourteen thousand miles of stormy sea, through the dangerous passage around Cape Horn and then up the eastern shore of South America.

On the 14th of March, commanded by Captain Clark, she sailed from San Francisco, entering the straits of Magellan on the 17th of April. On

the same day that Admiral Dewey reached the Philippines, the *Oregon* arrived at Rio de Janeiro, Brazil.

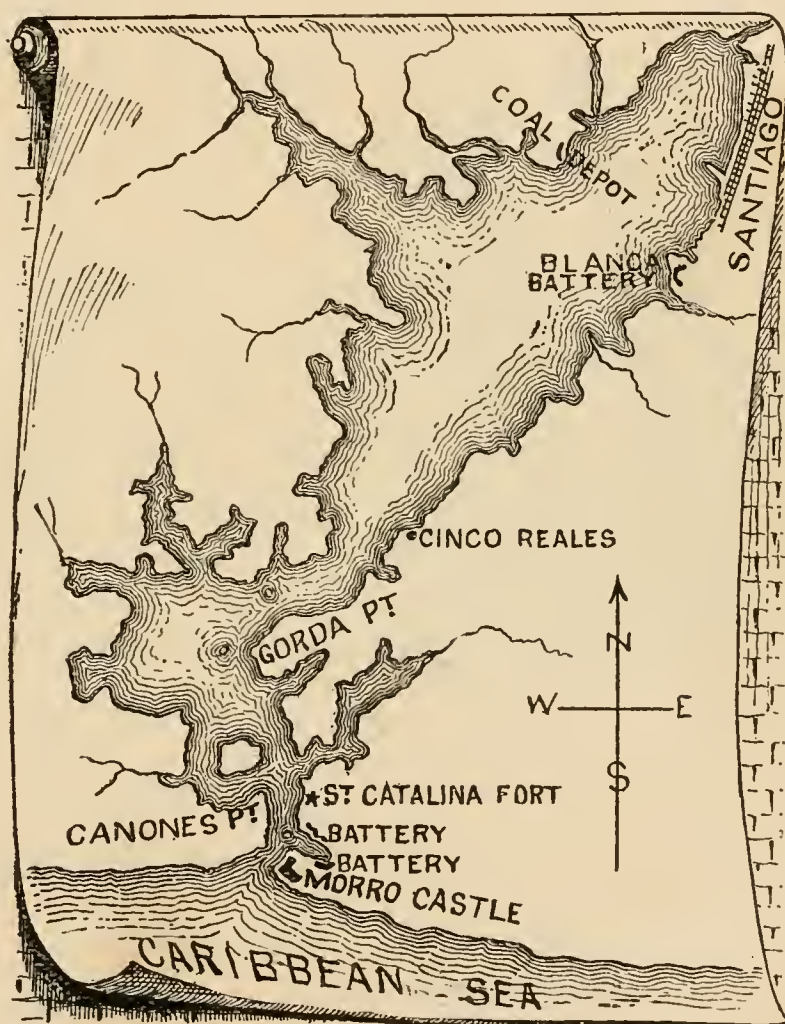
Every American was full of anxiety for the great battleship. Surely Admiral Cervera would arrive in the West Indian waters before the *Oregon* could pass through them. But swiftly and steadily the great ship came on.

Finally, on the 24th of May, the *Oregon* sighted the harbor lights of Key West, and soon reached a safe port. The very next day, Captain Clark reported her ready for duty. She had steamed the length of two oceans and not a valve was broken nor a repair needed.

Much praise is due to Captain Clark for bringing his vessel such a distance in desperate haste in order to help fight the nation's battles. But we must not forget that it was the chief engineer, Robert W. Milligen, and his seventy men, who made this possible. In spite of the terrible heat in the engine rooms, these brave fellows worked untiringly to keep the great ship moving steadily day and night around the continent.

Meanwhile, on the 11th of May, an unfortunate affair had occurred in the harbor of Cardenas, on the northern coast of Cuba. Three of the American vessels blockading this harbor had been

ordered to explore the bay. Suddenly the Spanish batteries on the shore opened fire. The torpedo boat *Winslow*, being nearest the shore, received most of the enemy's shells. Although bravely returning



MAP OF HARBOR OF SANTIAGO DE CUBA.

the fire, the little boat was soon disabled. Five men were wounded, and Ensign Worth Bagley and four other men were killed. These were

the first Americans to lose their lives in this war.

On the following day, the Americans heard that the Spanish fleet had arrived at Martinique, a small French Island near the coast of Venezuela. This being known, Commodore Schley sailed from Hampton Roads for the West Indies.

On the 19th of May, Admiral Cervera sailed into the harbor of Santiago de Cuba, on the southern coast of Cuba, and was there several days before the Americans found it out. Commodore Schley hastened at once to the mouth of the harbor so as to cut off all hope of escape for the Spanish admiral. Admiral Sampson soon arrived with the main squadron, and the entire fleet kept watch, frequently bombarding the forts at the harbor's mouth.

The Americans did not attempt to pass into the harbor, as the entrance was strongly protected by torpedoes ; so they waited for a land force to arrive, and attack the enemy from the rear.

VII.—LIEUTENANT HOBSON AND THE MERRIMAC.

Soon after Admiral Sampson arrived off Santiago, there came to him a young lieutenant, Richmond Pearson Hobson. He had a plan which he wished to propose. He said:

“There is the collier *Merrimac*. Let a volunteer crew just large enough to navigate her be selected. Then, after stripping the old ship of everything valuable, let this crew run her, after dark, into the narrowest part of the channel leading to the harbor; and there let them sink her



LIEUTENANT HOBSON.

by exploding torpedoes under her. In this way we can block the harbor so that Admiral Cervera cannot in any way bring out his fleet.”

He explained that the crew of the *Merrimac* would jump overboard as she sank, and, if possible, be picked up by a torpedo-boat or a steam launch, which should be stationed near-by for that

purpose. Lieutenant Hobson himself, bravely offered to lead this expedition.

Admiral Sampson determined to carry out this plan, and called for a single volunteer from each ship. In spite of the danger of the undertaking, almost the entire crew of each vessel, not only offered to go, but begged to be accepted. Finally, eight men were chosen, with Lieutenant Hobson as their leader. At half-past two o'clock in the morning of June 3d, the *Merrimac* was headed straight for the channel. Lieutenant Hobson stood on the bridge dressed in full uniform. The other men were at their posts dressed in tights, ready to swim a long distance, if necessary.

The crew of the steam launch, which was following closely behind, saw the *Merrimac* swing across the channel and then heard the explosions. At the same time, the air was filled with the flash and roar of the guns of the Spanish forts and ships.

In the face of all this fire, and without even a cry of distress to guide them, the crew of the

launch began their search for the heroes of the *Merrimac*, never giving it up until daylight. Then, seeing nothing but the tops of the masts of the collier, they returned to the admiral's flagship.

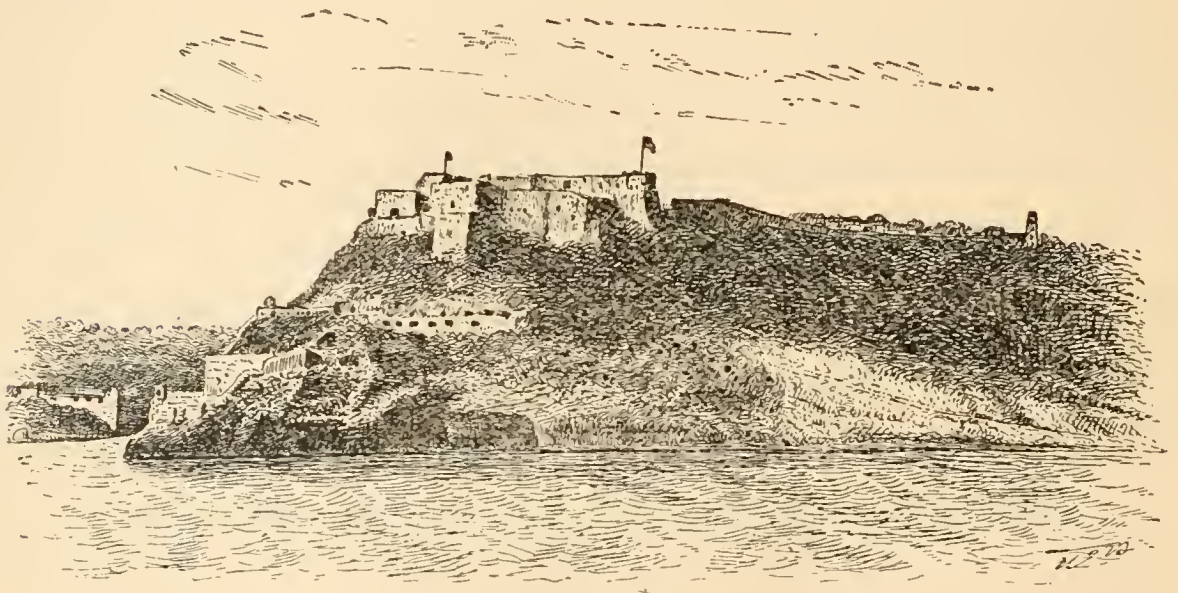
Of what had happened to his men in the meantime, Lieutenant Hobson himself told afterward:

“When the boat began to sink, and the Spanish shot to fall about us, I told the men to lie flat on the deck. It was due to their splendid discipline, that we were not killed. The minutes seemed hours, but I said that we must lie there until daylight. Now and then one of the men would say, ‘Hadn’t we better drop off now, sir?’ But I said, ‘Wait until daylight.’ I hoped that by that time we might be recognized and saved.

“The old *Merrimac* kept sinking. It was splendid the way the men behaved. The fire from the batteries and ships was dreadful. As the water came up on the decks, we caught hold of the edges of the raft which was tied to the boom, and hung on, our heads only being above water.

“A Spanish launch then came toward the *Merrimac*. As she drew near, the men saw us, and a

half-dozen marines pointed their rifles at our heads. 'Is there any officer in that boat to receive a surrender of prisoners of war?' I shouted. An old man leaned out of the launch and waved his hand. It was Admiral Cervera. The marines



THE MORRO CASTLE, COMMANDING THE ENTRANCE OF THE HARBOR OF SANTIAGO DE CUBA.

lowered their rifles and we were helped into the launch."

A few hours later, a boat bearing a flag of truce came out to the American fleet. It was from Admiral Cervera, and brought the message that Lieutenant Hobson and his men were held as

prisoners, and that they were well, only two of them being slightly wounded.

Much honor is due to Lieutenant Hobson for this brave deed. But we must not forget that the lives of the crew were saved through the kindness and nobility of Admiral Cervera. Not every commander would so honor his brave prisoners, and his action has been much appreciated in America.

The sinking of the *Merrimac* did not obstruct the channel completely. The steering gear was broken by some of the Spanish shot, and Lieutenant Hobson was not able to place the vessel exactly where he had intended. However, it would be a dangerous undertaking for the Spanish admiral to pass out of the harbor at night.

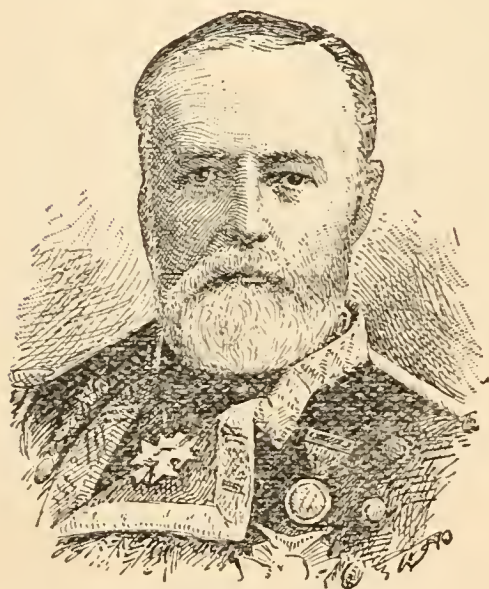
Admiral Sampson sent word to the War Department, that, if an army were sent to assist him on land, they could take the city of Santiago, together with the fleet of Admiral Cervera in the harbor. Accordingly General Shafter, with a large army, landed near Santiago and began to drive the Spaniards back into the city.

Desperate battles were fought at Siboney, El

Caney, and San Juan, but the Americans steadily drove the enemy inside the fortifications of Santiago. During these attacks, the fleets helped the army by throwing shells into the city.

VIII.—THE DESTRUCTION OF CERVERA'S FLEET.

On Sunday morning, July 3d, the American ships were lying quietly outside the harbor of Santiago.



ADMIRAL CERVERA.

They were stretched in a line from Commodore Schley's flagship, the *Brooklyn*, seven miles eastward, where Admiral Sampson had gone with his flagship *New York*, in order to confer with General Shafter.

From the forts on the shore, the great ships looked like mere specks upon the horizon ; and it was hard to realize that they were grim sentinels watching every movement of the Spaniards.

The "bright work" had all been cleaned and

the men were at Sunday services, when suddenly a thin film of smoke was observed to rise behind the hills. The scene on the battleships was changed at once into one of greatest activity.

“The enemy is coming out!” was signaled in red, white, and blue from vessel to vessel, and on each deck rang out the command, “All hands clear ship for action !”

There was no confusion or noise, and every man was at his post. Powder magazines were opened, and shot and shell were being hoisted to the decks. The engineers stood waiting for the first command with every rod and wheel of the great machinery ready to move.

Meanwhile the film of smoke had become a thick cloud, and the Americans knew that soon the Spanish vessels would appear. Suddenly the flagship of the Spanish admiral was seen speeding out of the narrow channel. She passed the wreck of the *Merrimac*, and with the spray dashing high over her bows, started westward along the coast.

Close behind her came another vessel, and then another, until the six Spanish ships were all rush-

ing wildly for the open sea. At full speed, the *Brooklyn*, *Texas*, *Iowa*, and *Oregon* bore down upon the Spanish ships. The *Oregon* gained headway so rapidly that she passed the *Texas* and the *Iowa*, and came in behind the *Brooklyn*.

Away to the right between the battleships and the shore, sped the little yacht *Gloucester*. Her captain, Lieutenant Richard Wainwright, had been an officer on the *Maine* when that vessel was blown up in Havana harbor, and so was, perhaps, most anxious of all for a chance at the Spanish.

He sent the *Gloucester* straight towards the Spanish torpedo boats, *Pluton* and *Furor*. He did not seem to mind the fact that his little yacht was no match for them, and that his decks were covered with Spanish shell. Although aided to some extent by the large vessels, the destruction of the two torpedo boats was due to Lieutenant Wainwright. He never paused in his deadly fire until both of them had surrendered. It was not long, however, until the Spanish shots began to fall about the other American ships, throwing up great columns of water.

The *Brooklyn* was the first to reach the Spanish ships and open fire. The *Oregon* hastened to assist Commodore Schley. When the Americans saw that not only the *Oregon*, but the *Texas* and *Iowa* were gaining on the Spanish, they were wild with excitement. The stokers in the engine rooms poured in the coal, and the steam rose higher and higher.

At half-past ten the battle was at its height. Great clouds of smoke settled over the water, and the roar of the guns echoed back from the Santiago hills. Now and then anxious inquiry passed from one American crew to another; but the answer, "All right!" always came back through the din of battle.

One by one the Spanish guns became silent, and by eleven o'clock all save one of the enemy's ships had been driven ashore, and destroyed. The *Cristobal Colon* made a desperate dash for freedom, and was not overtaken until she had gone fifty miles west of Santiago. Then she surrendered, having been forced ashore.

After the battle was over the Americans bravely

went to the rescue of the Spanish sailors. They climbed the ladders and went into the burning ships, where magazines were likely to explode at any moment. They lifted the wounded men from the hot decks and took them out of the stifling smoke to their own vessels. Their boats picked up the Spaniards who were struggling in the water or trying to climb up on the shore.

The Spanish loss on that Sunday was about three hundred killed and one hundred and fifty wounded, while nearly a thousand men were taken prisoners by the Americans. The Spanish vessels were all complete wrecks. There was but one American killed and one wounded.

Admiral Cervera was a brave man. He took his fleet out of the Santiago harbor against his own judgment, because he had been ordered to do so by the Spanish government at Madrid.

Everything was against him. Many of his officers had been given their commissions because their families were rich and powerful in Spain. The sailors had not entered the navy from choice, but had been forced to do so by the government.

Many of them had been kidnapped from their homes, or from the wharves of seaport towns, and forced on board. They were ill treated and poorly paid. On the morning of the battle at Santiago they were threatened with pistols before they would go out to meet the Americans.

On the other hand, every man in the American fleet had been thoroughly trained for the work that he had to do, and was fighting for a country which he loved better than life itself. He felt that it was an honor to serve in the navy, and knew that many of his countrymen would be glad to be in his place.

Now let us see what has become of Lieutenant Hobson and his men. During all this time they had been held as prisoners in Santiago. Three days after the destruction of the Spanish fleet, arrangements were made to exchange them for some Spanish prisoners. This exchange was made between the Spanish and American lines near Santiago.

When the formalities were over and Hobson and his men approached the first American line, all

the men cheered wildly and crowded one upon another for a chance to shake hands with the heroes. Lieutenant Hobson was the hero of the hour. He alone was calm, and he modestly said that any other man would have done the same thing in his place.

IX.—THE END OF THE WAR.

After the loss of Admiral Cervera's fleet, every one knew that it would be only a question of time until the city of Santiago must surrender. The American army under General Miles and General Shafter surrounded the city on the land, while the navy guarded the harbor. The Spaniards could not escape, nor could any help reach them.

The next two weeks were spent in trying to fix upon terms of surrender that would be acceptable to both sides. The only fighting was a short bombardment of the city by the warships on the 10th of July.

At last on July 17th the city surrendered. The Spaniards agreed to give up not only Santiago but

also all the cities and forts east of that place, with all the soldiers and military supplies. The Americans agreed to send all these soldiers, numbering about 22,000 men, back to Spain, and pay for their transportation.

After this surrender, General Miles with an army on transport ships sailed for the island of Porto Rico, which is about four hundred miles from Cuba. As usual, the navy went along to protect the unarmed vessels and to help the army make a landing.

The first fighting was on the southern coast, near the city of Ponce, in the harbor of Guanica. Lieutenant Wainwright, with his little ship the *Gloucester*, sailed boldly into the harbor and drove the Spaniards from the shore. The Americans were then landed without the loss of a single man.

The army was divided into three divisions, and all set out for the city of San Juan upon the northern coast. They drove the Spaniards before them, taking possession of the towns and cities as they advanced.

General Miles and his soldiers were everywhere welcomed gladly, for the people of this island did not like the Spanish soldiers any better than did the Cubans.

By the 26th of July, the people of Spain had begun to realize that it was useless to carry on the war any longer. Accordingly, word was sent to President McKinley, by the French ambassador at Washington, M. Jules Cambon, that the Spanish government was ready to consider terms of peace.

President McKinley and his cabinet at once drew up a paper called a protocol, which stated what the Spanish must do before the war could be ended.

Spain was to give up all claim to Cuba, recall her officials and soldiers, and permit the people of the island to choose their own government. Porto Rico and all the Spanish islands in the West Indies were to be given to the United States. Spain was also to allow the Americans to hold the city of Manila until it should be decided, by a regular treaty, what should be done with the Philippine Islands. Five men from each

country should be appointed to draw up the treaty, and in the meantime, as soon as Spain and the United States should sign the protocol, all fighting should cease.

Spain was glad to get peace, even on these terms, and the protocol was duly signed by both governments on the 12th of August. Word was at once sent to the armies and navies to cease fighting.

It was very easy to reach the American forces in Cuba and Porto Rico, but before the message could reach Admiral Dewey at Manila, it must be telegraphed to Hong Kong, China, and then sent by a dispatch boat to Manila. During the summer vessel after vessel had sailed from San Francisco, carrying the army of General Merritt to assist Admiral Dewey. War vessels and ammunition had also been sent.

On the 13th of August, not having heard that peace had been declared, General Merritt ordered a combined attack of the army and navy to be made upon Manila. The vessels opened fire upon the Spanish fortifications which protected the

town, while the troops of General Merritt drove the Spaniards back into the city. After two hours of sharp fighting the city surrendered.

The Americans did not lose a single sailor, and only twelve soldiers were killed and forty wounded. The Spanish loss was much greater. In the afternoon the stars and stripes were hoisted over the government building and the Spanish soldiers marched out of the city and laid down their arms.

Thus with a brilliant victory, Admiral Dewey closed the war as he had opened it.

After the signing of the protocol Admiral Sampson and Commodore Schley sailed to New York with most of their squadrons to repair what little damage had been done. When they arrived on the 20th of August the city gave them a royal welcome. It was arranged that the warships should steam through the harbor and up the Hudson River as far as General Grant's tomb. Thus every one could see and greet the naval heroes. The people turned out by the tens of thousands and lined the shores cheering and waving flags. The harbor and river were filled with pleasure

boats adorned with flags and streamers, while cannon on the shore thundered salutes.

In all history there is not an instance of such great victories with so small a loss of men and ships as in this war with Spain. In less than three months the United States had driven the Spanish power from the western hemisphere. It had added new possessions in both hemispheres and had shown that it was entitled to rank with the most powerful nations of the earth.

As soon as the people of the United States felt that peace was assured they held great jubilees in Chicago and Philadelphia. Triumphal arches were erected under which marched the heroes of the war, cheered to the echo by their fellow citizens.

Several new battleships more powerful than any that had taken part in the recent splendid victories were launched, with imposing ceremonies, at Newport News, Virginia.

From all this it would seem that the people of the United States at last realized that at all times, whether in peace or war, the country should have

a powerful navy. This navy should be in keeping with the position that the United States has won among the nations of the world, and worthy of the brave officers and sailors who spend their lives in its service.

X.—LIFE ON AN AMERICAN MAN-OF-WAR.

When a battleship is hurling shot and shell at an enemy, the brave deeds of the officers and men on board are told from one end of the land to the other; but how many people know how these men live from day to day, when the great ship is lying in the harbor, or cruising peacefully about the seas?

Who makes the lieutenant's bed and buys his food? Most people think that the government provides all that he needs; but this is not so. He must carry his own bed linen to sea with him and arrange for his own food.

The officers choose one of their number to buy the provisions, and he must give good meals at one dollar a day for each man. At the end of

the month, every officer pays this amount out of his salary.

The first meal of the day is always eggs, and is served at any time from 7:30 until 8:30 in the morning. If ever a naval officer invites you to breakfast, he does not expect you to come to this meal. He calls a twelve o'clock luncheon breakfast, and will give you a substantial meal at that time. Dinner is served at 6 or 6:30, and, on the flagship, is accompanied by the band.

The ward-room boys who wait upon the officers are almost all Japanese. Because their names are so hard to pronounce, every one is called "William." When the big ship is hurling shot and shell in time of battle, where is William? In the pantry washing dishes? No, indeed.

Somebody must be down in the magazine putting the powder on the hoists which carry it up to the guns. This is William's work. In time of fire, it is he who holds the nozzle of the hose, or who brings hammocks to smother the flames.

Now "Jacky," as the sailor man is called, does not provide his food or his bed-linen. His bed is

a hammock, and it is a very different one from those we swing on our porches in summer. It is made of canvas, with ropes in the ends. He has a mattress and a blanket in his bed, and he always keeps them there.

At five o'clock in the morning the bugle calls, and Jacky has six minutes in which to scramble out of his bed and get into his clothes. Then he must roll up his hammock and stow it away. Jacky then has some hard tack and coffee before he goes to work.

From half-past five until six he does his laundry work. He wears white suits and must wash them himself; untidiness is never excused. The clothes are then hung so as to be dry for the inspection drill which will come at half-past nine.

Then for one hour, the ship is scrubbed. Water pours over the decks in streams. Every nook and cranny is numbered, and each man has his own number to keep clean.

By half-past seven there is nothing cleaner on land or sea. The ship shines from prow to stern, and the decks are clean enough to eat from.

Every piece of metal is polished until it glitters in the sunlight.

When this is finished, Jacky has his breakfast. The government allows thirty cents a day for the rations of each sailor. The paymaster serves out food enough to last several days or sometimes a week, and if the cook does not make this last the crew must go hungry.

The sailors are divided into "messes," each mess having its own cook who is under the direction of the general ship's cook. Jacky has no table-cloth or napkins. He washes his own tin plate, cup, knife, fork, and spoon, when he has finished his hasty meal.

At eight o'clock, he is dressed for the day, and the colors go up. From then until six o'clock in the evening he is busy with different drills and duties about the ship. In the evening, from six until eight o'clock, Jacky has an easy time. It is then that he takes his ease, smoking his pipe and singing his songs.

At nine o'clock "taps" are sounded, and once more he rolls up in his hammock for the night.

Saturday is mending day, and every man must do his own work. Some of the men make their own clothes, although there is a tailor on board. In the ship's crew there are also barbers, shoemakers, and printers.

On Sunday morning, the captain goes about the ship and gravely inspects the men, and it is then that each one tries to look his best. Then they must all attend religious services, after which they rest most of the day.

The marines on a ship-of-war are men about whom most people know nothing. A marine is not a sailor. He is a soldier who does duty on a warship. He is a kind of policeman, and sees that Jacky behaves himself. He wears a soldier's uniform and has soldier's drills.

The marines have their own mess and their own sleeping space, forming a community of their own.

Perhaps some boys and girls may think that the captain and his officers have a much easier time than Jacky or the marines. This is not so. In the first place, they had many studies to

master before they could be officers. They had to learn a great deal about mathematics, mechanical and electrical engineering, navigation, gunnery, and international law. And then these studies are never ended; the progress that is made in them, each year all over the world, must be known by each officer.

The officers are responsible for the lives of the crew and the safety of the ship. They must be ready to think and act quickly in emergencies. In hours of peril they never leave their posts.

XI.—SOME FACTS ABOUT THE NAVY OF 1898.

The Constitution of the United States provides that the President shall be commander-in-chief not only of the army but also of the navy. His chief assistant in the management of naval affairs is the Secretary of the Navy, who is also a member of his cabinet.

In 1898 the Navy Department of the United

States was just one hundred years old, having been organized in 1798 with Benjamin Stoddert as Secretary.

The work of the department is divided among eight bureaus, as follows:

1. The Bureau of Yards and Docks, which is intrusted with the construction and maintenance of docks and wharves, and with all civil engineering work in the navy yards.

2. The Bureau of Navigation, which superintends the education of officers and men, controls the enlistment of men and apprentices, and directs the movements of ships and fleets.

3. The Bureau of Equipment, which attends to the manufacture of ropes, anchors, cables, and other articles required for the equipment of naval vessels, purchases coal for their use, and controls the Naval Observatory.

4. The Bureau of Ordnance, which has charge of the manufacture of guns and ammunition, also of torpedo stations and magazines.

5. The Bureau of Construction and Repair, which is charged with the building and repair of

small boats and of the hulls of ships, and attends to the purchase of turrets and armor.

6. The Bureau of Steam Engineering, which directs the building and repairing of machinery in any way connected with the ships.

7. The Bureau of Medicine and Surgery, which designs, erects, and maintains naval hospitals and superintends their management.

8. The Bureau of Supplies and Accounts, which is responsible for the purchase and supply of all provisions and stores, and of the accounts relating to the same.

Each of these bureaus is presided over by an officer of skill and experience, who, while he holds the office, has the rank of commodore.

The United States has navy yards at Portsmouth, New Hampshire; Boston, Massachusetts; Brooklyn, New York; League Island, Pennsylvania; Norfolk, Virginia; Washington, District of Columbia; and Mare Island, California. At these navy yards ships are overhauled and repaired, machinery is adjusted and renewed, and stores of all kinds are provided. Here, too, on the

receiving ships, the recruits are received and instructed.

There are naval stations at Newport, Rhode Island; New London, Connecticut; Port Royal, South Carolina; Key West and Pensacola, Florida; and Puget Sound, Washington.

At Indian Head, Maryland, is the naval proving-ground for the test of armor and guns.

The Naval Observatory is at Washington, and was at first merely a depot for naval charts and instruments.

In 1898, the highest officer in the American navy was the rear admiral. The other officers in their order, ranking downward, were commodores, captains, commanders, lieutenant commanders, lieutenants, lieutenants junior grade, and ensigns. All these are known as officers of the line.

At the close of the year there were seven rear admirals, ten commodores, forty-one captains, and eighty-five commanders.

The rank of rear admiral is equal to that of major general in the army. A commodore is equal to a brigadier general; a captain in the navy ranks

with a colonel in the army; a commander ranks with a lieutenant colonel; and a lieutenant in the navy is equal to a captain in the army.

The law provides that when an officer reaches the age of sixty-two years he must be retired from active service. One who has been disabled in the service, or who has served honorably for forty years and requests release, may also be retired. Officers on the retired list receive three-fourths as much pay as when on active duty at sea.

Rear Admiral Dewey will be retired on the 26th of December, 1899. In 1898 there were thirty-three rear admirals on the retired lists.

The officers while at sea receive more pay than when on shore duty. The salary of an ensign at sea is \$1200 a year; that of a rear admiral is \$6,000. The salaries of the other officers range between these two extremes.

Previous to 1898 the number of enlisted men in the navy was limited to ten thousand. These men are received for a period of three years; and any one after serving continuously for twenty years may be assigned to duty in the navy yards, or on board

receiving ships, or to other duties not requiring them to go far from home. All who have served thirty years are entitled to admittance in the Naval Home. The wages of enlisted men vary from \$16 to \$70 a month, according to the kind of work they perform.

The law provides that seven hundred and fifty boys may be enlisted as apprentices in the navy. These are received only with the consent of their parents or guardians, and are required to serve until they are twenty-one years old.

Besides the regular navy of the United States there is a naval militia organized in eighteen states. This militia is under the general direction of the Assistant Secretary of the Navy; and its duty in time of war is to man the vessels designed for coast and harbor defense.

At the beginning of the year 1898 there were more than four thousand men and officers in the naval militia. During the war with Spain, most of these were mustered into the naval service and did duty on the war vessels or in the signal service along the coast.

At the close of the year there were belonging to our government nine battleships, all of which had been built since 1890. Four others were in process of construction. The average cost of vessels of this class is about \$3,500,000.

Of other vessels in the navy of 1898, there were two armored cruisers which cost \$2,986,000 each; one ram, the *Katahdin*; six double turreted monitors; thirteen single turreted monitors; seventeen protected cruisers; four unarmored cruisers; fifteen gunboats; and ten torpedo boats. Many other vessels of different classes were being built.

All these were in active service, or soon to be so. But there were also several other vessels of the old-fashioned style which, although of little use in battle, were valuable in the various peaceful enterprises in which the navy is always engaged. Of such there were six old iron vessels and ten wooden frigates, all propelled by steam, and seventeen old wooden sailing vessels, some of which were used as receiving ships.

During the war with Spain, many temporary additions were made to the navy. Eleven mer-

chant vessels were bought or leased and converted into auxiliary cruisers. Among these were the four fast steamers of the American line, the *St. Louis*, the *St. Paul*, the *Yale*, and the *Harvard*.

Twenty-eight yachts also were purchased and turned into auxiliary gunboats or torpedo boats. Among these was the *Gloucester*, which did such fine work during the destruction of Cervera's fleet. It had formerly been a pleasure yacht belonging to Mr. J. Pierpont Morgan of New York.

In addition to the vessels just named, the government also bought twenty-seven tugs to be changed into gunboats or cruisers ; and it obtained seventeen steam vessels of various sizes to be used as transports and for many other purposes.

Altogether the navy of 1898 comprised an imposing collection of vessels of many kinds and of various degrees of efficiency. Of the work which it accomplished we have already learned.

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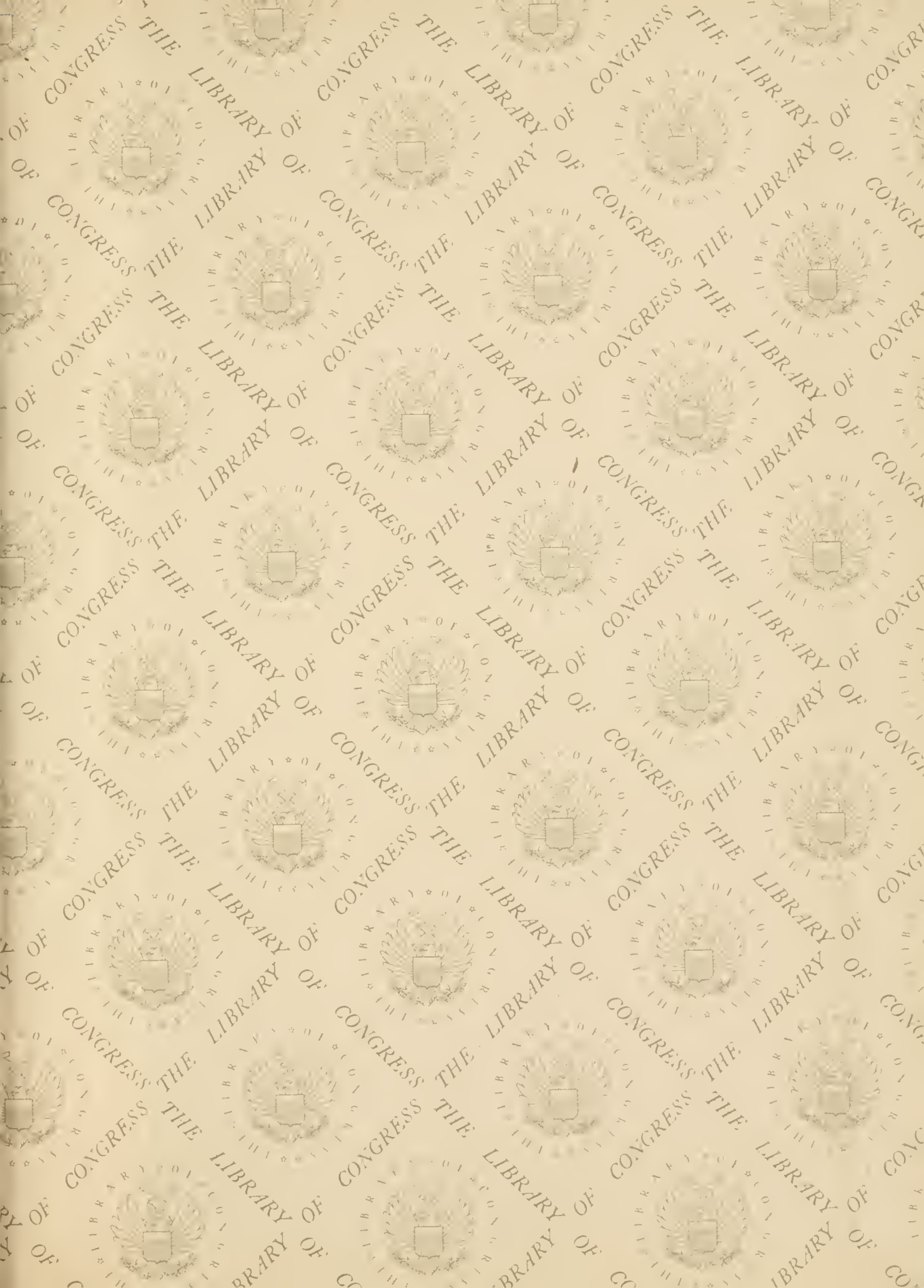
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